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# Palmetto AVIATION

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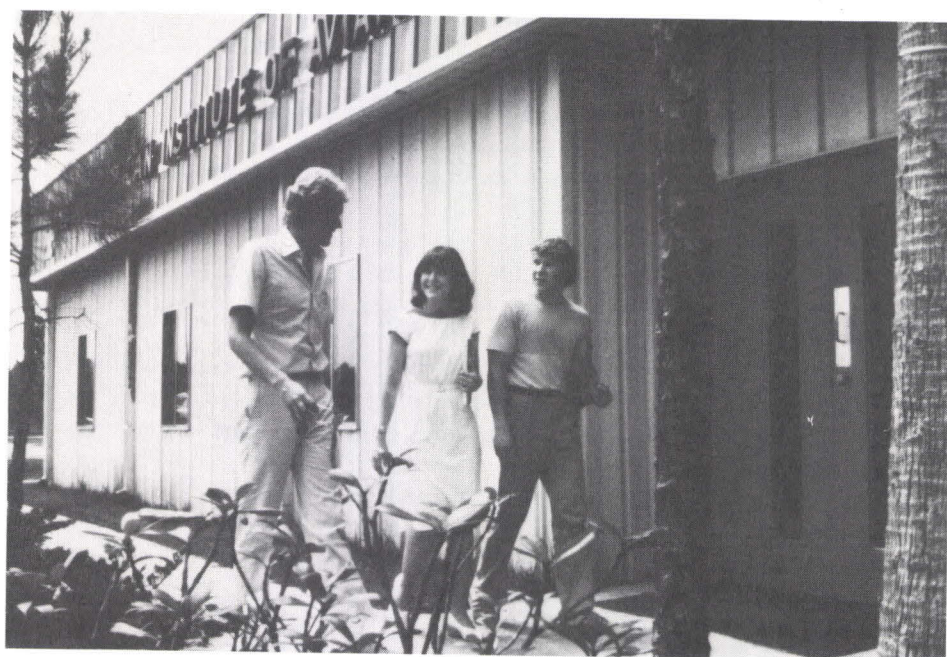
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STATE DOCUMENTS

Volume 38, Number 6

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June 1986



North American students walk to class

## North American Institute flourishes at Conway

**Mr. Bob Smaldorem**  
**Director of Communications**

Recent news reports and other media publicity has dramatically highlighted the fact that airlines are now facing a severe shortage of both qualified pilots and aviation mechanics. Commercial airline passengers now find themselves faced with the situation of having flights cancelled - not because of weather, but because there is no pilot available, or because their plane has been grounded as a result of the shortage of aviation mechanics.

Some current projections indicate that this shortage of pilots and aviation mechanics could very well extend to the end of the century. Most definitely, history can repeat itself. In the early

1970's, the aviation industry experienced a similar crisis, although at that time it centered only on a shortage of pilots. At that time, the need for professional pilots overseas was even more acute than in the U.S. In response to that worldwide shortage of qualified commercial pilots the doors of North American Institute of Aviation (NAIA) first opened in 1972. Since then, North American has trained students for careers in aviation not only from the United States, but from over fifty foreign countries on five continents.

Located at the Conway-Horry County Airport in South Carolina, (where North American also serves as FBO), the

*Continued, page 4*

## Commission resists move to stop grasscutting

The S.C. Aeronautics Commission agreed last month to resist efforts by those who are considering the elimination of the grass cutting at local airports.

A legislative audit report released earlier this year recommended that the Commission discontinue free airport maintenance services, including grass cutting. Since then, some members of the General Assembly and the Governor's Transportation Cabinet have added their voices to the movement. The Transportation Cabinet has suggested that the grass cutting may be turned over to the S.C. Department of Highways and Public Transportation.

However, the Commission feels that its personnel are better equipped and trained to continue the function. The Commission utilizes specially designed mowers with two way air to ground communications and has years of expertise in cutting around critical airport equipment such as runway and taxiway lighting and approach slope indicators. Presently, commission personnel cut grass at some 63 airports around the state from May through September.

Mowing is considered a high priority safety item since it discourages bird nesting in tall grass near approaches and take off zones. Bird strikes on landing or departing aircraft occur during the two

*Continued, back page*





PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, of local developments in aviation, of local developments in aviation and of aviation facilities and to keep readers abreast of national and international trends in aviation. The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## Air carrier sues county over denial of access

by

**Henry Burwell, Esq.\***

New York Airlines filed an application on April 9, 1985 to begin air service to Martha's Vineyard, Massachusetts. The County and the Airport Commission refused it permission to use the terminal and ramp facilities at the airport based on factors related to the proposed routes and services including concern over the competition that would result with the incumbent carrier, PBA, which now services the airport. New York filed suit against the County, the Commission and its individual members on the theories that the denial of access violated its constitutional and civil rights, violated federal aviation laws and constituted a conspiracy to restrain trade in violation of federal antitrust laws. (**New York Airlines, Inc. v. Dukes County, Martha's Vineyard Airport Commission, et al.**, 19 Avi. 18,179 (1985)).

In reviewing the various contentions of the parties at the motion to dismiss hearing, the federal district court granted New York Air permission to proceed with certain claims. However, the court removed other claims from further consideration in the lawsuit.

After reviewing the allegations in the pleadings, the court decided that New York Air constitutional rights may have been violated notwithstanding the defendants' contention that the denial of access was a temporary and legitimate exercise of its proprietary function. In this context, the court refused to accept the argument that the denial promoted legitimate local interests because it did not have enough factual information to make that determination.

Further, the court permitted New York Air's claim that its civil rights were violated to remain part of the lawsuit. It noted that the allegations against the defendants that the denial of access of New York Air constituted wrongful conferral of exclusive rights under the Airport and Airway Improvement Act of 1982 was a valid claim. The court stated that these allegations were bona fide assertions for protection of New York Air's civil rights provided under our civil rights laws (42 U.S.C. 1983).

Lastly, the court stated the County, Commission and the individuals are not exempt from antitrust allegations that they conspired to illegally restrain competition in violation of the Sherman Act. After reviewing the statutory and regulatory scheme empowering the Commission to perform functions necessary for the establishment and operation of the airport, it found no legislative mandate or other authority to engage in the anti-competitive conduct such as that alleged by New York Air. As a result, the action will proceed on the claims of constitutional, civil rights and antitrust violations.

*\*Mr. Burwell is a member of the law firm Barringer, Allen, Pinnix & Burwell, located in their Greenville, South Carolina office.*

## Bamberg County to get lights

Runway lights, taxiway lights and a rotating beacon light will soon be installed at Bamberg County Airport to aid pilots in night operations.

The medium intensity lights and the beacon will be installed during the next 30 days by Walker and Whiteside.

The lights will be radio controlled and can be activated by pilots keying their microphones on 122.8.



# Freedom Weekend Aloft July 3-6

More than 200 balloonists will converge on Greenville next month during the July 4th weekend for Freedom Weekend Aloft, an aeronauts celebration featuring contests, live entertainment and fireworks.

The festivities will begin Thursday, July 3. There will be a mass ascension that evening followed by a Roberta Flack concert. Fireworks will conclude the evening.

On Friday, July 4, seven balloons will fly a special "Dawn Patrol" tribute to the seven shuttle astronauts who died aboard Challenger. Then, all the balloonists will compete in a key grab at 7:30 a.m. During the day, there will be entertainment for the entire family. That evening, a mass ascension of some 200 balloons is planned. Blood Sweat and Tears will entertain in concert and there will be another fireworks show concluding the day's activities.

On Saturday, July 5, there will be balloon activities during the morning and evening, entertainment throughout the day and a fireworks show at night. The festivities will conclude Sunday, July 6 with a key grab contest and a final mass ascension.

All activities will be held at Donaldson Center Industrial Airpark. The field will be open for aircraft arrivals and departures except during balloon activities. A four-day event ticket will cost \$40. Single day tickets are available for \$15.

## Child's Purse Left at Meeting

**A small child's purse was found after the Breakfast Club meeting on April 6 in Aiken.**

**If any of the Breakfast Club participants lost a purse and would like to claim it, call Aiken Assistant City Manager Steve Thompson at 803/648-5461.**

# Breakfast Club



Because of heavy attendance at recent Breakfast Club meetings, some members have found the cupboard bare when they arrived so club officers are asking hosts to watch the weather for a signal as to the size of crowds.

During April and May, between 150 and 200 people attended meetings at Rock Hill and Aiken, catching their hosts without enough food to go around.

Aiken City officials said they were "overwhelmed" by the turnout at the April 6 meeting of the S.C. Breakfast Club when more than 200 people converged on the airport for a tour and breakfast at the FMC corporation.

"We enjoyed hosting the April 6 meeting of the Breakfast Club and would like to thank all participants that flew in to Aiken for breakfast at the FMC Corporation," Aiken assistant City Manager Steven Thompson wrote.

"We were pleasantly surprised, but overwhelmed, at the turnout for the meeting, but have taken steps to make sure that in future meetings of the Breakfast Club we will be prepared for such an enthusiastic turnout," he said.

Club officers say the weather is the key and offer the following guidelines for those hosting the bi-weekly meetings:

\*Hosts should start watching the weather early in the week to try to determine the size of the crowd expected. The better the weather, the larger the attendance:

Excellent weather—up to 150

Good to marginal—under 100

Bad weather—under 25

\*On Sunday morning, start communicating with the restaurant and call periodically to keep them posted on the number of people arriving.

\*If the restaurant is limited in space, try to transport people as they arrive and let them be eating so they can give their seats to others later as they arrive.

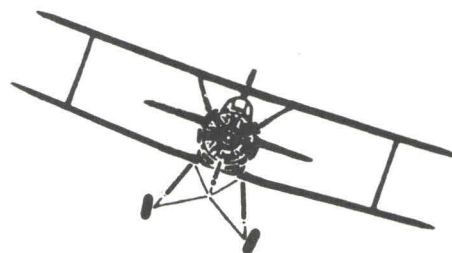
\*If you are cooking on the field, buy plenty of food to begin with but have an understanding with the store so you can return unused products.

\*If you have no experience hosting a Breakfast Club meeting, try to attend one before starting your planning.

If hosts have questions they can call club secretary Anne Hawkins at 432-3095 or President Gerald Ballard at (404) 724-2651.

The schedule for the remainder of the year is as follows:

- June 15** Twin Lakes Airport, North Augusta (father's day)
- June 29** Corporate Airport, Pelion
- July 13** Fairfield County, Winnsboro
- July 27** Lugoff (grass strip off 601)
- Aug. 10** Newberry County, Newberry
- Aug. 24** Lexington County
- Sept. 7** Jekyll Island Airport, Jekyll Island, GA
- Sept. 21** Huggins Field, Timmonsville
- Oct. 5** Oswalt House Movers Field, Batesburg
- Oct. 19** Woodward Field, Camden
- Nov. 2** Orangeburg Municipal, Orangeburg (Election of Officers)
- Nov. 16** Dabs Field, Sumter
- Nov. 30** Walterboro Municipal, Walterboro
- Dec. 14** Sumter Municipal, Sumter
- Dec. 28** Greenville Downtown, Greenville







Flight line at North American Institute of Aviation

## School builds international reputation for excellence

*Continued from page 1*

school has built a national and international reputation for excellence in the field of aviation services. A visitor to the site of North American's facilities cannot help but notice the tremendous amount of construction activity going on. This facility has recently been designated as a future regional airport that will serve general aviation in the bustling Myrtle Beach, South Carolina area, and major expansion has already begun. An original 3,700 ft. runway has been expanded to 4,400 ft., and is served by new pilot-controlled runway and taxiway lighting and PAPI's. Construction of a parallel 5,400 ft. runway is planned for the near future.

At the school itself new construction is much in evidence. A temporary classroom was recently put into place, and two additional permanent classrooms have been completed. Work is about to begin on a new student training center for the flight school. Within the past year an additional hangar and

classrooms for the airframe and power plant school was completed. Work is complete on the first phase of new student dormitories with swimming pool and tennis courts and the second phase work has begun. When completed, these dormitories will give the school the ability to house 174 students. Long range plans call for the construction of additional housing units able to accommodate 320 students.

### School of Maintenance Technology

Much of the construction activity at North American is related to the formation of a new School of Aviation Maintenance Technology in August of 1984. This school was founded to provide training to serious students who want to become qualified as Federal Aviation Administration (FAA) Licensed Airframe and Power Plant Technicians. North American is a proprietary, co-educational institution, offering a 13-month, 2,020 contact hour curriculum in the field of aeronautical ap-

plied sciences and basic industrial technology.

Students who attend this school have the advantage of being taught in an actual flying environment. Location at the Conway-Horry County Airport offers students daily exposure to the many types of General Aviation Aircraft which frequent the airport. This includes light single and multi-engine airplanes, corporate turbo-props, business jets, as well as the school's own fleet of aircraft. The theory of jet and piston engines, as well as metal and wooden airframe structures, is taught during the intensive program. Airframe and Power Plant laboratory sessions are conducted in a hangar used solely for this purpose. Students who enroll at North American have a distinct advantage over their peers at other schools, since they complete their training in a 13-month, rather than 24-month period. This gives them an 11-month headstart on finding a job within the industry.

### The Flight School

At North American's School of Aviation no more than five students are assigned to each flight instructor in order to provide individually tailored instruction. North American's fleet of modern, carefully maintained aircraft have been





**North American students have a variety of aircraft on which to train and are able to get hands on experience with actual aircraft since the school is also the FBO for the Conway Airport.**

selected to be representative of the finest training equipment available. These aircraft accumulate in excess of 40,000 hours per year and generate over 200,000 flight operations per year at the Conway-Horry County Airport. Every plane is inspected after each 50 hours of flight (twice as often as required by the FAA) to insure safety and reliability.

Primary student training is accomplished in Cessna 152's, considered to be one of the best and most forgiving trainers in the world. The school's professional curriculum introduces the student to Cessna 172's and Piper Warriors. These aircraft are fully equipped for pure instrument flying, and are used primarily for extended cross-country flights and instruction required for the Instrument Rating. Commercial complex transition aircraft instruction and Certified Flight Instructor training places students in high performance Piper Arrows and Cutlasses. The Multi-Engine Land Rating is acquired in Piper Seminoles, representing some of the latest technology in light, twin-engine aircraft design as well as in the ATC-810 Multi-Engine Simulator.

Students attending both North American's School of Aviation and the School of Aviation Maintenance Technology are housed in campus residences within a short walking distance of the school. Just a few minutes from the school is the oceanfront resort area

of Myrtle Beach. This stretch of the Atlantic coast, known as the Grand Strand, features 60 miles of semitropical beaches, 39 golf courses, tennis, scuba diving, and some of the most thrilling entertainment and dining to be found anywhere. With 241 days of sunshine, and an average annual temperature of 71 degrees F (22 degrees C), the area is considered a vacation paradise for the millions of American and international visitors who go there each year.

At both North American schools, the course and the instructors are FAA approved. Additionally, both schools have been approved by the South Carolina State Board of Education and accredited by the National Association of Trade and Technical Schools (NATTS). Certain programs in place at the institute are approved for Veterans Administration benefits, and have also been designated eligible for federal student financial aid by the U.S. Department of Education's Office of Postsecondary Education.

Although no academic institute can guarantee employment upon completion of training, North American does provide assistance to graduates in locating positions around the country. The school offers seminars and individual employment counseling sessions, and also gives students the opportunity to see and critique themselves on videotape during a mock employment interview. Additional-

ly, announcements of graduating classes are published in national trade publications which bring inquiries regarding job opportunities. Placement assistance is also supplied through the placement office based on established employer liaison within the industry.

While most of the recent media attention has focused on the shortage of pilots, officials at North American are keenly aware that the shortage of trained aviation mechanics is no less critical. Starting an Airframe and Power Plant School in 1984 was one step toward meeting this shortage. North American has recently committed itself to an aggressive recruiting program aimed at attracting qualified and motivated candidates able to meet the demand of this highly skilled career field.

At present, North American is equipped to process and train qualified A&P applicants at the rate of 100 per year. Recent figures indicate that entry-level salaries are in the vicinity of \$8 per hour, and professionals with developed skills and experience are able to earn \$20 per hour. In 1981, studies within the industry indicated that there is a shortage of 40,000 qualified aviation mechanics.

Over eighty years have passed since, farther up the Carolina Coast, Orville and Wilbur Wright taught the world that man could fly. Aviation has come a long way from the time of those first flights at Kitty Hawk. Today, students graduating from North American Schools are entering the aviation industry at a time of rapid expansion and growth. Indeed, career opportunities abound, both in the air and on the ground. With the sky as the limit for a successful career, the point of departure for today's students remains the same: a desire to succeed and a willingness to dedicate oneself to the rigors of training for a challenging and rewarding career in aviation.



## Detection of Water In Aviation Fuels

*(Editor's note: the following information was reprinted from the most recent FAA Advisory Circular dealing with water in aviation fuels.)*

Last month, this column discussed the two ways water occurs in aviation fuels. This month, the discussion will concern how to detect water in fuels.

Water can be detected in many ways. Free water, laying in the bottom of underground storage tanks can be discovered by the use of water indicator paste spread along the lower end of a gauge stick or tape bob (allow at least 30 seconds for the paste to react, as its reaction time can be slowed down by other contaminants). When the stick or tape bob is lowered to the bottom of the storage tank, the paste will change color in the presence of water. The highest point of the color change indicates the depth of water present.

**In above ground tanks and equipment**, a sample can be drawn into a container and the free water actually observed. A small amount of liquid vegetable dye is sometimes helpful to outline the free water in a sample. It will mix with and color the water, but is insoluble in fuel.

**Smaller amounts of entrained water** can be detected by testing with a clean and dry clear glass bottle. If fuel is acceptably dry it will appear **bright** with

a fluorescent appearance and will not be cloudy or hazy. The clear and dry bottle test is known as the "**clean and bright**" test. The fuel is **clean** when it is clear and is **bright** when it is dry. The container should be large enough to provide for a test sample of 10 ounces or more.

**The white bucket test** is useful in checking for water in jet fuel. Obtain an unchipped, spotlessly clean, white porcelain, enameled, or stainless steel bucket (approximately 10 quart size). Drain about 4 or 5 inches of fuel from the sump to be tested into the bucket. With a clean mixing paddle, stir the fuel into a swirling "tornado-shaped" cone, remove paddle. As swirling stops, contaminants and water will gather under the vortex at the center of the bucket bottom. Add several drops of household red food dye. The dye will mix with any water in the bottom of the bucket. If no water is present, the dye will settle in the bottom of the bucket.

**Water detectors** specially made for determining free or entrained water in jet fuels are available. When a chemical test is requested by a customer or local authority, the Hydro and Aqua-Glo II detector kits are recommended. The Hydro Kit chemical powder is sensitive to water concentrations down to 30 ppm. The Aqua-Glo II Kit can detect levels of water as low as 1 ppm.

## Greenville squadron wins competition

For the second year, the Greenville Composite Squadron won first place in the annual S.C. Wing Civil Air Patrol Cadet Competition.

The Competition, held last month in Columbia, included military drill competition, an aerospace test, a panel quiz, a mile run and a volleyball competition.

The Anderson Composite Squadron won second place and the Myrtle Beach Composite Squadron came in third.

Individual awards were given in several categories: fastest mile run—George M. Manteghi, Greenville; highest aerospace test score—Shawn B. Copeland, Greenville; outstanding cadet—Charles A. Collins, Jr., Myrtle Beach.

The Greenville Squadron will travel to Berkeley, WV, in October for the Middle East Region Cadet Competition.

## Wing judged outstanding

The S.C. Civil Air Patrol Wing received an outstanding rating in the annual graded search and rescue evaluation held at Camden in April.

Flight and ground teams were graded on how quickly they could locate wreckage and ELT's.

## Weather Service faces liability

National Weather Service forecasters may be more careful about their predictions after a judge ruled the agency should have warned about wind shears that contributed to the deaths of two Rock Hill men in an airplane crash, officials say.

The accident in 1981 killed P.R. Hargett, 48, and Rick Springer, 34. Hargett was a businessman and Springer was manager of the Rock Hill airport.

U.S. District Judge Clyde Hamilton on Feb. 21 ordered the government to pay \$1.4 million in damages, saying the National Weather Service and the Federal Aviation Administration in nearby North Carolina were negligent for failing to warn of "unusually hazardous" wind-shear conditions.

In a Massachusetts case last year, a

judge ordered the government to pay \$1.25 million in damages because of a 1980 incident off the state's coast, where four fishermen died in a sudden storm packing 100-mph winds.

The Massachusetts case is being appealed, and the Rock Hill case may be appealed.

In the court cases, the judges ruled the weather service apparently wasn't doing the best it could. In the Rock Hill case, the agency was found liable even though it wasn't named in the lawsuit, officials said. The suit sought damages from the FAA, which also was found negligent.

Both victims of the Rock Hill crash were said to be good pilots. Springer was manager of Bryant Field—the Rock Hill airport—for about five years.

The two men were flying Springer's

Cessna 210 single-engine plane on a business trip to Myrtle Beach. They took off from Bryant Field late in the afternoon, with Springer piloting, and crashed about a minute later. The plane, filled with fuel for the trip, burned.

Hamilton ruled that the FAA should have told the weather service that some pilots were reporting "incredible" tail winds at nearby Charlotte, N.C., and he accused FAA officers of "a serious lack of training and understanding of wind shear."

He also blamed the weather service for not correcting a related forecast after it should have known the forecast was wrong.

In the Massachusetts case, four lobster fishermen were lost in the Atlantic Ocean during an unexpected storm 100 miles off the coast. The storm packed winds up to 100 mph that were not forecast when the men set out from Cape Cod a day earlier.



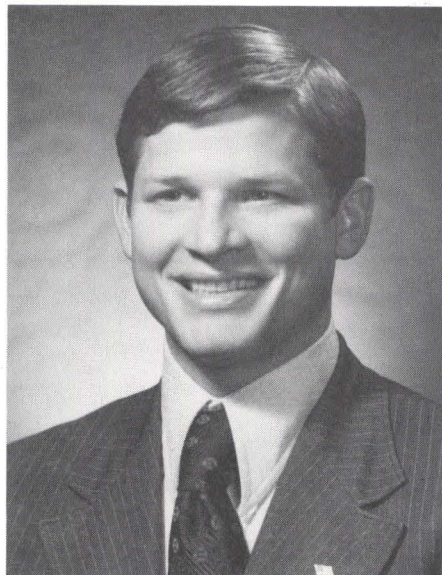
## Stevens Promotes Baker, Cuthbertson



**SAMUEL S. BAKER**

Samuel S. Baker has assumed the position of president and chief executive officer of Stevens Aviation, Inc., as of April 1. Baker, who has been with Stevens for 15 years, moves up from executive vice-president and sales manager. A former Marine Corps aviator with 237 combat missions over Vietnam, he lives in Simpsonville with his wife Sissy and children Kim and Scott.

Stevens Aviation, a division of J.P. Stevens & Co., Inc. is an aircraft sales & service organization, employing 300 people, with locations in Greer, SC., Knoxville, TN., Nashville, TN., and Louisville, KY.



**HERBERT W. CUTHBERTSON**

Herbert W. Cuthbertson has been named sales manager of Stevens Aviation, Inc. He has been with the company for 14 years and was made vice president in 1982. Herb is a native of Greenville and a graduate of the University of South Carolina. He is a former Air Force aviator. He holds airline transport pilot and flight instructor certificates and is rated in helicopters and heavy jets.

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## Aviation Calendar

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**June 7-8--**Navy Blue Angels Precision Flight Demonstration Team at Cherry Point Marine Corps Air Station, N.C.

**July 2-6--**Semi annual Lawyer-Pilots Bar Association meeting, Williamsburg, VA. Contact David E. Prewitt, Suite 1225, 1411 Walnut St., Philadelphia, PA 19102 (215) 557-9998.

**July 3-6--**Freedom Weekend Aloft. Balloon competition, mass ascensions, entertainment. Greenville.

**July 26-27--**Skyhawks Aerobatic team featured at Beaufort Water Festival, Beaufort, S.C.

**Oct. 6-9--**Annual Conference of the Southeastern Airport Managers Association (SAMA). Pinehurst Hotel and Country Club, Pinehurst, N.C.

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## FAA NewsBriefs

The following newsbriefs are reprinted from the May issue of FAA Airportopics, the FAA Southern Region Newsletter.

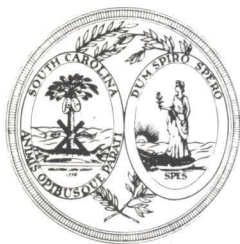
*Precision Approach Path Indicator (PAPI).* FAA Advisory Circular 150/5345-28D, dated May 23, 1985 prescribes FAA standards for Precision Approach Path Indicator systems. PAPI is the only visual approach system approved for federal funding. Existing Visual Approach Slope Indicators shall remain in service and need not be replaced with the PAPI.

*Automatic Weather Observation Station (AWOS).* FAA Advisory Circular 150/5220-16 prescribing design and performance standards for AWOS installations was published on April 11, 1986. Present estimate is that AWOS equipment will be eligible for programming under the Airport Improvement Program by July, 1986.

*Airport Safety Committees.* Mr. Joseph Frasher, executive director of the Greenville Airport Commission, reports the formation of an airport safety committee for Greenville Downtown Airport. Congratulations! Let us know if we can include your airport on the Airport Safety Committee honor roll.

*AIP Land Appraisal Requirements.* The requirements to obtain two appraisals when the land value is expected to exceed \$50,000 has been rescinded. One appraisal will suffice unless the sponsor and/or the FAA field office determines that more than one appraisal is deemed necessary.

*Potential Safety Hazard - Intersecting runways.* At airports with intersecting runways, it is very important for pilots to have a means of identifying runway intersecting locations. If signs are not installed at these locations, it could create an unsafe condition. Standard signage to mark runway intersections is discussed in Advisory Circular 150/5340-18B.



**SOUTH CAROLINA  
AERONAUTICS COMMISSION**

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## Commission Resists Efforts To Stop Airport Maintenance

For a number of years, the S.C. Aeronautics Commission has helped local airports with airfield lighting maintenance and installation of rotating beacons, runway and taxiway lights and VASIs.

A recent legislative audit report has recommended that the Aeronautics Commission "discontinue free maintenance services to local airports..."

The Commission was established by the legislature in 1935 and charged, among other things, with "...fostering the growth of air commerce and cooperating in the establishment and development of airports in the state."

Throughout most of its history, the Commission has done airfield maintenance as a public service for those airports which did not have the funds or expertise to maintain their own lights and electrical systems. The prime motivation has always been to keep the state's airport system in the best condition possible so that flight safety would be jeopardized as little as possible.

The Commission feels that its airfield maintenance service, particularly on electrical systems, is a vitally needed service that should be continued to keep our airports as safe as possible.

If you feel the same, please contact

your legislator or any state legislator you know and tell him so. Remember, your elected official needs and wants your input so he can make the best informed decisions regarding the state's welfare.

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### GRASSCUTTING

*Continued from page 1*

most critical phases of flight and can have disastrous consequences.

The Commission has cut grass on airports since the 1940's. It recently replaced its old belt driven mowers with hydraulically powered three-bladed cutters capable of cutting most airports in one day's time.

If you would like the Commission to continue to cut grass at state airports, please contact a legislator (any legislator you know) and say so. Remember, the Commission needs your help to continue to keep our airports safe.

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**This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.**

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